

Building for Tomorrow

The Indian River Inlet Bridge Newsletter

A publication by the Delaware Department of Transportation (DelDOT)

October 2011



Jay Erwin, Skanska

In this month's issue of *Building for Tomorrow*, we are going to be taking a closer look at the event that will mark one of the major milestones in the construction of the new Indian River Inlet Bridge: the concrete pour to connect the two sides. As each stay cable has been installed on the bridge, the two sides have grown closer and closer. The closure pour will join the two sides together, making the north and south portions of the

bridge one. Once complete, finishing work can begin on the bridge.

This month's featured guest is Jay Erwin, Skanska USA Civil Southeast's Project Manager for the new bridge. Jay has worked for Skanska for 24 years on a number of different projects, including the Woodrow Wilson Bridge in Washington, D.C., and the Escambia Bay Bridges in Florida. Jay lives in Bethany Beach during the week and travels back to his home in Zuni, Virginia, most weekends.

Bridge Construction Update!



A view of the mobile lightweight foam concrete plant that was used as part of the roadway approach contract (Skanska).

Along with the closure pour, a lot of other work has been occurring at the new Indian River Inlet Bridge.

George & Lynch is more than half-way complete with the roadway approach contract that will connect Route 1 to

the new bridge. The contract will also include the removal of the existing bridge.

Along with all of this important work, other activities are continuing, including the installation of pedestrian barriers and lighting, and preparation for the installation of the final paved surface on the bridge. Completion of the bridge is expected to occur in late December 2011 or January 2012.

Closure Pour: The Final Deck Pour and What It Means at the Bridge



A view of the form traveler over the Indian River Inlet (Skanska).

Since the first concrete was poured at the site of the new Indian River Inlet Bridge, work has been steadily progressing toward the closure pour that will join the north and south decks of the new bridge. This closure will mark the last major work that will be completed on the bridge. The stay cables will be in place, the deck will only need to have an overlay added, lighting, and other finishing work. While the bridge work is finishing, the tie-in work to re-route Route 1 traffic on the new bridge will also occur. That work is done under the roadway approach contract, which we've talked about in previous issues of this newsletter.

The form traveler that was used to construct north side bridge segments was removed last month, so it will be the south side form traveler that will connect to both decks and serve as the form for the closure pour. When the builders are ready for the closure pour, the form traveler will be connected to both sides

Continued on Page 2



A view of the space between the north span of the new Indian River Inlet Bridge and the south span's form traveler (James Pernol, DelDOT).

to close the gap (see photo to left). Once the form traveler is in place, concrete will be poured into the form and allowed to cure. The concrete that is poured will have embedded connections that will give added strength to the bridge. When the concrete has cured to a predetermined strength, the south side form traveler will be lowered onto a waiting barge in the Indian River Inlet. The form traveler will then be taken to Norfolk, Virginia, to be recycled.



A view from the north span of the new Indian River Inlet Bridge of the work being done to prepare for the closure pour of the north and south spans (Skanska).

A Moment of Bridge History



The photo above was taken in 1940 and features the original Charles W. Cullen Bridge, which was constructed 50 feet east of the original creosote timber bridge. A description of the bridge from the time of the opening read, "The bridge will have a total length of 694 feet consisting of a swing span 182 feet long, furnishing two clear channels between fenders of 60 feet each. The approaches are of creosoted timber pile construction with a composition laminated timber deck and reinforced concrete floor and railings, providing a roadway 24 feet in width and a 4-foot sidewalk."

What Kind of Work Goes Into the Closure Pour?

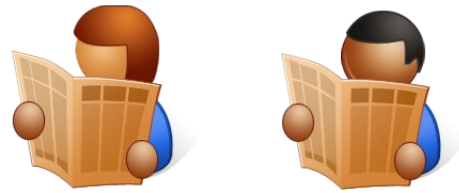


With the closure pour of the new Indian River Inlet Bridge fast approaching, you may think that it is as simple as just pouring one last batch of concrete. It is not that simple. A lot of work has been going into ensuring

that the bridge is progressing the way that it should be.

As each day passes, a lot of workers at the site have different jobs that watch the progress of the bridge. There are workers who will go out each day and take survey measurements to make sure that things are staying where they should. There are also people who take field measurements that are being recorded and compared to make sure that the field conditions match the design plans. All the work is not just on paper though.

Workers are making final adjustments to the stay cables on the bridge. They can increase or decrease the tension that is on the cables. These adjustments, along with all of the other work, help to make sure that the two sides of the bridge line up before the closure pour and ensure the bridge is the strongest and best that it can be.



Have you missed past issues of “Building for Tomorrow?”

They are always available on the Indian River Inlet Bridge Project site!



[Click Here to Find Them](#)



Employee Spotlight!



This is where you get to meet someone who is building the Indian River Inlet Bridge!

Jessica Dotson

Who is your employer?: Greenman-Pedersen, Inc. (GPI); employed for 2 and a half years

What is your job title?: Administrative Assistant

Where are you from?: Dover, Delaware

Do you still live there?: Yes

What are some special skills or experience that you bring to the project?: I have a background in administrative work, including organization, entering and tracking data, correspondence, daily office operations.

What is your favorite part about working on the project?: Everyday is a new learning experience...to be a part of the team and to say that I worked on the project.





Photos from the Job Site

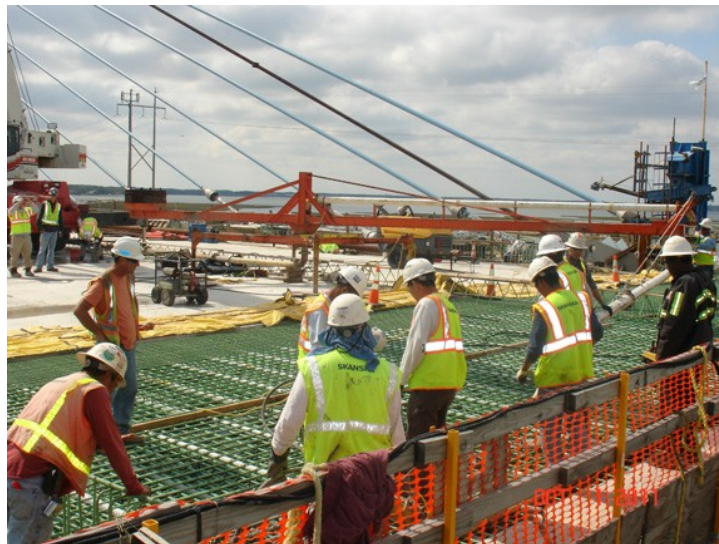
September 2011



Work continues on the roadway approach contract at the new Indian River Inlet Bridge. This view shows the tie-in work that is being done to connect Route 1 to the new bridge (Skanska USA Civil Southeast).



All of the stay cables have been put in place on the new Indian River Inlet Bridge. The cables are a constant reminder of the progress that's been made (Skanska USA Civil Southeast).



Workers prepare to pour concrete in a new section of roadway being created by the form traveler on the southside of the new Indian River Inlet Bridge (Skanska USA Civil Southeast).



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